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GENERAL WYMAN MAY COME TO HONOLULU

Surgeon-General Walter Wyman of the United States public health service, who recently arrived in San Francisco on a tour of inspection, may extend his trip to Honolulu. If he does he will arrive here in the near future, probably next week. General Wyman visited Honolulu six or seven years ago.

PALACE GUARD UNDER ARMS.
HAYANA, Cuba, July 8.—The palace guard was unexpectedly summoned to the palace at an early hour this morning. The orders are regarded as incidental to the approaching election.

PILES CURED IN 6 TO 14 DAYS.
AZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded.—Made by PARIS MEDICINE CO., Saint Louis U. S. A.

CHALLENGER HAS HAWAII'S ALOHA

BRITISH SAILORS CAPTURE RE-
GARDS OF CITIZENS—DELIGHT-
ED WITH RECEPTION.

There will be several hundred fine boats for Hawaii in Australia before long. The men and officers of H. M. S. Challenger, will have nothing but good to say of Hawaii. They are all delighted with Honolulu, and they declare that they have had the time of their lives in this city.

"The best place on God's earth," is the way that Commander Jephson, of the British warship, speaks of Honolulu. "I will never forget my visit to these islands, and I have enjoyed every minute of our stay here. The hospitality that has been extended to us all, is worthy of every tradition of these beautiful islands."

"We have been put up at all the clubs, and we have met pretty nearly everybody in Honolulu. I will always remember 'Hawaii nei,' as you call it, and I hope some day to pay another visit to Honolulu."

Captain Gaunt of the Challenger, also is delighted with Honolulu and, although he spent some time at a sanatorium, he expressed himself as very pleased with the city.

The officers of the Challenger have all had a great time in Honolulu, and they say that the hospitality of the island people has been remarkable.

Sails Tuesday.
The Challenger sails on Tuesday instead of today, for Sydney, via Fanning Island and Fiji. The H. M. S. Powerful, flagship of the Australian station, will be cruising in the Western Pacific, and the ships will probably meet at some rendezvous.

Captain Gaunt, of the Challenger, is a fine cross country horseman, and he has successfully steered many steeples to victory. The captain's quarters, on the Challenger, are decorated with some fine photographs of steeples, and many trophies are to be seen in the cozy rooms.

While in Honolulu the officers and men of the Challenger took part in many sporting events, and they were very successful. The cricket match against the H. C. C. team resulted in a victory for the sailors. Two football games also were captured by the Naval teams. Honolulu won at tennis, but the visitors took everything else.

The visit of the Challenger and the Kent, at this particular time of the year, was a most significant event, and the two warships will be handed down in history as the first British ships to ever fire a salute in honor of July the Fourth.

The utmost good feeling prevailed between the British and the Americans of this city, and the reception in which British and American officers stood in line, and welcomed their guests was a unique affair, and one that will go down in history for all time.

Friends All Around.
With regard to the British bluejackets, there is nothing but good to be said by the people of Honolulu. At every place that the tars dropped into—and they were not all churches—the lads create a good impression. Everybody speaks well of the men, and they have made distinctly good with the townspeople.

The American soldiers of Honolulu made friends with the "Limos," as they dubbed the British tars. The men of the Challenger, nearly all of whom are Australians, became very friendly with the Americans, and the way the "Peace bunch" wandered around town together was a treat to see.

The men and officers of the American fleet had a great time in Australia, and they took back the news of the way they were treated. The British have now had a taste of American hospitality, in Hawaii, and nothing but good can come of the visit of the Challenger and Kent to Honolulu. Aloha, Challenger!

ENTERTAINMENT FUND FOR TOGO

WASHINGTON, June 23.—That Admiral Togo, the Japanese naval hero, now in London as the Mikado's representative at the coronation, will visit the United States before he returns home became known here today when the house appropriation committee held a special meeting and decided to recommend an appropriation of \$10,000 for his entertainment by the United States government. It is understood that the house will adopt a resolution appropriating this sum at once when it meets again on Saturday.

Plans are now being made for an elaborate entertainment of the Admiral in Washington. He will be received at the White House on several occasions. The state department made a special request for the money to entertain the distinguished foreigner.

NEW CUSTOM RECORD FOR THE TERRITORY

That the fiscal year ended June 30 last made a customs record for the Territory, with collections of close to \$1,700,000 is shown by the figures in the office of Collector of the Port. The annual report of the amount collected at all the ports of Hawaii is now in preparation.

Official records show that for the eleven months ended May 31 last the collections totaled \$1,590,307.41. Complete returns for June are not in from all the other islands, but a pro rata estimate gives \$140,000 to add to the figures, making the aggregate for the fiscal year \$1,730,307.41. The receipts for 1910 were \$1,536,809.52 and for 1909 they were \$1,398,379.91.

MISREPRESENTATION WITH AN OBJECT

COAST PAPER DEFENDS THE
EXISTING COASTWISE
SHIPPING LAW.

The Honolulu hotel keepers, livery stablemen, saloon keepers and others who live off the visiting tourist, have again contrived to get before congress a request for the suspension of the coastwise shipping law between here and Honolulu in so far as it affects passenger travel, says the San Francisco Call in an article which will amaze Hawaiian readers. The Call continues: The bill, No. 11618, has just been introduced in the committee on marine and fisheries. It calls for the suspension of the coastwise shipping law for six years.

The coastwise shipping law provides that only American ships may trade between American ports. This law gives the American merchant marine the only protection it has from the competition of bounty fed foreigners. The ground on which the suspension is asked is that the American passenger ships now running regularly between here and Honolulu do not provide adequate accommodations for the travel. What those behind the bill really want is to give the Japanese lines the right to carry passengers between Honolulu and the Coast. The really representative businessmen of Hawaii are said to be opposed to any such letting down of the bars. The men behind the measure are the hotel keepers, livery stable keepers, saloon keepers and others who make their living by exploiting the tourist.

Japs Have Own Law.
While these Honolulu people are trying to present the Japanese lines with a business that has been built up entirely by American enterprise and capital, the Japanese government has just passed a coastwise shipping law of its own to protect the Mikado's merchant marine from outside competition.

American ship owners on this Coast are preparing to oppose the bill by showing that the facilities already in existence are more than sufficient to handle the passenger travel. They are also prepared to show that the passing of the bill would have the effect of reducing rather than increasing the present transportation facilities. They have figures to show that the supply of transportation has always exceeded the demand. The chamber of commerce has cabled to Honolulu a protest against a revival of the agitation and has sent to Washington a strong argument against such legislation.

The records of the local steamship companies show that during 1910 not a single applicant for passage either here or at Honolulu was refused accommodations. The records show that in 1910 the Pacific Mail Company had 2,080 unused berths on sailings from Honolulu for San Francisco, the Oceanic Company 1,485 unused berths and the Matson line 1,340 unused berths. From San Francisco to Honolulu during the same period the Pacific Mail had 1,847 unused berths, the Oceanic 1,523 and the Matson line 1,715.

Ship Owners Build Traffic.
That the passenger business between here and Honolulu is heavy is admitted by the ship owners, who also contend that its present volume is due largely to the enormous sums of money spent by them in advertising Hawaii and in providing fast and luxuriously appointed steamships. They have built up Honolulu's tourist trade and regard the continued agitation for the removal of the protection that has made this possible as a species of ingratitude.

The local ship owners believe that any suspension of the coastwise shipping law between here and Honolulu would throw all the passenger business into foreign hands. The first manifestation of dissatisfaction with the service contributed by the American lines followed the appearance on the run between here and the Orient of the Japanese liners Tsuru Maru and Chiyu Maru. A third ship, built on the same plan, will be in commission within a few months. The Japanese line will then have three large and two smaller steamers running between here and Honolulu.

The Japanese line, being heavily subsidized, could afford to cut the rate between here and Honolulu in half if given the privilege of carrying local passengers, and the American ship owners believe that it would only be a question of a few months before the Japanese would have a practical monopoly of the passenger business.

Honolulu Idea False.
The Honolulu idea is that a suspension of the coastwise shipping law would give travelers to and from the islands the Japanese ships in addition to the American ships already on the run. The American ships are already able to take care of a larger business in this field than they have yet been offered. Japanese competition would not reduce the number of passengers carried on the local vessels, but there would not be sufficient business to justify the American line operating costly, high powered passenger steamships on this run.

The result would be that the American lines would devote themselves exclusively to the handling of freight and Honolulu would have to depend entirely on the foreign ships. This would give Honolulu a service inferior to the one now maintained and at the same time would destroy a business built up entirely by American enterprise.

Every reasonable demand of the Honolulu passenger business has been liberally met by the American shipping interests operating in this field. In response to demands for more tonnage the Oceanic Steamship Company replaced the little Alameda with the swift and commodious Sierra. Freight of similar demands were the Matson liners Hiloian, Wilhelmus and Honolulu. To give the island port the full benefit of the service arrangements were made for an interchange of business between the different lines, so that although the local steamers were operated by different interests it is

MAKING LAWS IN THE DOG DAYS

BARKING THEIR PAY JUST NOW
BY THE SWEAT OF
THEIR BROWS.

By Ernest G. Walker.
(Mail Special to The Advertiser.)

WASHINGTON, June 24.—"How long must we stand this sort of thing!" and "Why do they stay when every mother's son of them wants to get away?" are samples of the terrible plaints that rise daily in Washington as the mercury climbs higher and higher. There is no more mournful camp in all the broad land than these homesick official and near-official folk in the capital city.

Probably the country does not care especially whether these people want to get away or not—whether they do get away or not. The business folk would like to see an end of this unsettled condition. Perhaps, if congress would shut its doors, stop tinkering over legislation, cease keeping the people aroused over political issues, there would be relief. On the other hand, if congress would stick to its tariff tasks for a while, enact a wool and woolen schedule and some other tariff revision, the most of the agony would be over and, undesirable as some of the revision might be, possibly business would be better off because it would know what to expect and could try to adjust itself to the certainties.

The swagger talk of the town in these heated days since the senate capsize is that congress must be kept in session, will be kept in session till the snow flies. Folks who make that kind of talk are usually the Republican regulars, who, as can be well understood, are disgusted over the desertion from the ranks of the insurgents and the virtual turning of the senate over to Democratic control. They are in the attitude of don't-care-what-happens-now and all that sort of thing.

But congress will hardly remain in session till after the snow flies. In the older, if not the better, days, congress quite often used to stay in session long into the summer but the last time that happened was back in Democratic days. As has been pointed out heretofore, it does not cost the country much of anything for the congress to remain in session, beyond the damage the law makers do to the treasury. Hardly anything extra for expenses is being voted out of the treasury thus far, because of the extra session. It costs a little something extra for mileage and the extra allowances for the upkeep of the legislative establishment are something. But if the tariff battles must be fought out, it is possibly just as well that the congress have to buckle down to it. If days of retribution and repentance are coming because of the tariff tinkering, it may be just as well to speed the time and have it through with. So why not let Washington sweeter in the terrific heat and why waste much of your sympathy on the official and near official folks down this way?

JERNEGAN COMES TO HILO HIGH SCHOOL

According to news received from W. T. Pope, superintendent of public instruction, he has secured a principal for Hilo High School in the person of J. Prescott F. Jernegan.

Mr. Jernegan is a graduate of Brown University and has taught for nearly a decade in the Philippines.

He was one of the first teachers appointed in the islands, and he served many capacities, from the lone maestro in the provinces to the chair of history and economics in Philippine Normal School at Manila.

He is a particularly capable man and is the author of several text books now in use in Philippine schools. His History of the Philippines, which is used in the graded schools of the islands, is the best book of its kind written.

Dr. David P. Barrows, for several years director of education in the islands, is the author of a history, but more advanced work and Jernegan's book is the text used up to the normal school.

practically all one line, as far as the traveling public is concerned. An extension of this interchange is now under consideration.

Freight Demands Next.
The local shipowners believe that if this latest bill should become a law it would be merely the entering wedge which would clear the way for further concessions. It is only a short step, say the shipowners, from allowing the foreign ships to carry passengers to extending the privilege to freight. That would settle the entire Hawaiian trade as far as the American merchant marine is concerned.

The opening of the Panama Canal, say the shipowners, will only aggravate the situation, and with the coastwise law other than it is, place the American flag at a still greater disadvantage. Where there is one foreign ship on the Pacific now, they say, there will be ten when the canal is completed.

The shipping interests have befriended Hawaii in many ways, and those interested in the local lines believe that they are acting as much in Hawaii's interest as they can when they oppose any suspension of the coastwise shipping law and prevent the authors and backers of bill No. 11618 from biting the hand that fed them.

PREPARE FOR EMERGENCY.

Right in your busiest season when you have the least time to spare you are most likely to take diarrhoea and lose several days' time, unless you have Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand and take a dose at the first appearance of the disease. For sale by all dealers. Deason, Smith & Co., Ltd., agents for Hawaii.

ON THE JUMP TO GET THROUGH EXAMINATION

WIRELESS OPERATOR ON CHINA
IS HURRIED ASHORE—WHAT
ALJ. MUST KNOW.

When the Pacific Mail steamship China was signaled yesterday afternoon the wireless operator on board was in wireless touch with the naval station authorities, and he was anxious that the vessel should arrive in port as early as possible for it was a wireless matter which required him to present himself at the naval station headquarters to have a session with Chief Boatswain Shepley, U. S. N.

Arrangements had been made by H. Hackfeld & Co., agents for the Pacific Mail company, with the quarantine officials and the customs people, to permit the operator to leave the ship as soon as the doctors went aboard the liner at quarantine, and to be taken ashore in the customs launch. Shortly after the doctors went aboard the operator was transferred to the launch and he was landed at the Naval wharf, and shortly afterward was being examined as to his fitness to hold the position of a wireless operator.

The operator is an exceptionally good sender, and his examination, it is understood, was satisfactory.

The local customs and others concerned have just received from the department of commerce and labor, a notice dated June 15, 1911, calling their attention to the act approved June 24, 1910, taking effect on July 1, 1911, concerning wireless telegraphy on vessels carrying passengers and carrying fifty or more persons, and also requiring operators to pass an examination. This part of the act follows:

Official Information.

Paragraphs 3 and 4 of Article VI of the service regulations, annexed to the Berlin international radiotelegraphic convention, provide:

The service of the ship station must be carried on by a telegraphist holding a certificate issued by the government to whose authority the ship is subject. This certificate testifies to the technical proficiency of the telegraphist as regards:

(a) The adjustment of apparatus;
(b) Transmission and sound-reading at a speed which must not fall short of twenty words a minute;
(c) Knowledge of the regulations applicable to the exchange of radiotelegraphic traffic.

In addition, the certificate testifies that the government has bound the telegraphist to the obligation of preserving the secrecy of correspondence.

The Berlin convention has been ratified by the following nations, dominions, and provinces: Great Britain, Canada, Australia, British South Africa, India and New Zealand, Germany and all German protectorates, France, Norway, Japan, the Netherlands and Dutch Indies, Russia, Sweden, Austria-Hungary, Spain, Denmark, Belgium, Brazil, Turkey, Portugal, Roumania, Mexico, Bulgaria, Persia, and Tunis.

Wireless operators holding valid certificates issued by the governments named above will be recognized by this department as persons "skilled in the use of such apparatus" within the meaning of the act unless in the case of a specific individual there may be special reason to doubt the operator's skill and reliability. Such certificates should be ready at hand for the inspection of customs or other officers before the steamer departs from the United States.

To receive a certificate an operator will pass an examination in the adjustment of apparatus, correction of faults, change from one wave length to another, transmission and sound reading at a speed of not less than fifteen words a minute American Morse, or twelve words Continental, as the operator may elect. Operators are advised to learn as soon as practicable the Continental system, recognized by the Berlin convention and employed by the United States Navy.

The examinations will be held at the United States navy yards at Boston, Brooklyn, Philadelphia, Washington, Norfolk, Charleston, New Orleans, Mare Island, Puget Sound, at the naval stations at Key West, San Juan, and Honolulu, and also at the bureau of standards, Washington. Applicants for certificates should communicate in writing with the commanders of the navy yards or stations named, or with the director of the bureau of standards, to ascertain the day and hour when they can be examined. The certificates will be delivered at the places named.

After an applicant has secured a certificate he should go before a notary public to take the usual oath for the preservation of secrecy of messages received in the line of duty.

These examinations for the present will be open to—

Operators actually employed as such by a wireless or steamship company, including shore operators;
Operators seeking employment as such by a wireless or steamship company, including shore operators; and such applicants shall present letters from the company with which they seek employment;

Applications for examination of operators of either class may be made by the wireless or steamship company in behalf of a number of operators by name.
Additional provision will be made later for the examination of operators by wireless ship inspectors at the New York and San Francisco customhouses and at other customhouses hereafter to be designated.

A wireless ship operator not possessing a certificate of skill as provided herein may present for the consideration of the visiting customs officer or wireless inspector other competent evidence of skill, or the wireless inspector may examine him, if practicable. If such examination be satisfactory, the wireless inspector will issue a certificate.

AT AN AFTERNOON TEA.

"That fellow is evidently a poet."
"I've seen him at a good many teas, but I never heard him recite any poetry."
"Maybe not; but look at him eat."

NARROW ESCAPE FROM WETTING

CALIFORNIA GIRLS IN QUARAN-
TINE LAUNCH WHEN IT
STRUCKS PILE.

(From Monday's Advertiser.)

What might have been a serious accident occurred in the harbor shortly after two o'clock yesterday afternoon, when the quarantine launch Oahu with fifteen persons on board, eleven of them women, struck a submerged pile and was wrecked.

Dr. Carl Ramus and Messrs. Clegg Wilcox and Laurence Judd were the male members of the marine joy party, and eleven of the girls of Phi Kappa Gamma sorority, of California University, were the guests in seeing the sights of the harbor.

The launch was in command of Captain Bray, the regular commander, and the accident occurred when going over to the part of the harbor where the dredging operations are being carried on.

At considerable speed the Oahu struck a pile which was just below the water and was impaled upon it, sinking so that the deck was awash with the waves.

No confusion was manifested by any of the passengers on board and boats put off from the shore and picked the party up.

After all were safely taken off the launch, the Intrepid was called and Captain Hyde with the tug towed the Oahu off and towed to shallow water near quarantine wharf, where she sank.

In speaking of the accident last evening Doctor Ramus said that the girls behaved admirably, and that no blame could be attached to the master of the launch for the accident.

The Oahu can be raised easily and repaired in a short time, but as the new launch is not ready yet, the boarding of the quarantine officers will have to be done from the customs launch until the Oahu is put in commission again.

The party of California girls, from whose number the party was made up for the trip yesterday, is composed of Miss Gooding, Miss Margaret Hazeltine, Miss Edith Harmon, Miss Anita Ebner, Miss Lella McKibbin, Miss Anita Crellin, Miss Helen Bannon, Miss Marjorie Mitchell and Misses Margaret and Elizabeth Witter.

GETTING TAXES OUT OF COUNTY EMPLOYES

TWENTY-FIVE PER CENT WITH-
HELD FROM SALARIES OF
ALL DELINQUENTS.

Two thousand five hundred dollars is the sum which the county auditor's office has withheld from the pay of a large number of county employees, who are debtors to the Territory for taxes, some of which have long been posted as delinquent and some of the names have adorned almost every published list of delinquents for the past eight or nine years.

The new law provides that taxes owed to the government by employees of the government may be taken out of any pay due them from the government. On the first of the month the government officials began withholding money and when the county pay day came around on Saturday, there was wailing and gnashing of teeth, for twenty-five per cent of amounts due the government had been held out. The result is that the auditor has \$2500 to turn over to the Territory and there is much more to come. The Territory has the first lien on the salary and pay of government employees and the harvest is a rich one.

The auditor and his force never knew there were so many lawyers in Honolulu as have turned up since the law was enforced. That is, every man whose salary had been cut into by the government for unpaid taxes has developed some reason for assuring the auditor that the law is unfair, inoperative, biased, unconstitutional, an indication that the government is hard hearted, that government officials who have to do with withholding pay allowances are unfeeling and will get it in the neck in the next campaign, and so on ad infinitum. A thousand reasons have been advanced so far as to why the law should be repealed.

Meanwhile the ordinary citizen, and particularly the man on a salary, pays his taxes, or if not, the law descends on him with a mailed fist. If he does not pay his poll taxes he is sued. If he does not pay his income taxes a penalty is added and suit follows. If he does not put in income tax returns the corporation for which he works, does it for him, being compelled to do so under the law. There is no way of an ordinary citizen getting out of paying his taxes, but for years a government employee who decided to let the payment of his poll and income tax go, simply let it slide and the amount piled up, until the legislature decided that the day of reckoning was at hand. Now the government employee has been put on the same level with the ordinary citizen.

ONLY HALF SUCCESSFUL.

A row at Kona on June 29, on Robert Wallace's place, turned out contrary to the expectations of the assailant in the case, who was working for Wallace. He developed animosity towards a fellow countryman and stabbed him, the wound appearing to be a serious one. He then plunged the knife into his own abdomen. From latest reports his victim will recover, but he is dying.